

# The Polynesian.

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No. 35

## The Polynesian;

Published weekly at Honolulu, Oahu, H. I.  
CHARLES GORDON HOPKINS, EDITOR.

### BUSINESS CARDS.

**WILSON & COLBURN,**  
Ship Chandlers and General Commission Merchants,  
LAHAINA, MAUI, S. I.  
Sole agents to Boile & Co., on the old Premises. 74

**HENRY RHODES,**  
Importer of and Dealer in  
BEER, WINES AND SPIRITS,  
KALANANU'U-STREET, NEAR THE POST OFFICE. 39-41

**S. HOFFMEYER,**  
COMMISSION MERCHANT,  
Dealer in Ship Chandlery and General Merchandise,  
LAHAINA, MAUI, S. I. 19-41

**C. A. & H. F. POOR,**  
SHIPPING & COMMISSION MERCHANTS,  
Honolulu, Oahu, Sandwich Islands.

**ALDRICH & BISHOP,**  
Importers and Dealers in General Merchandise,  
Honolulu, Oahu, S. I.  
Sole agents for the sale of the  
"The Polynesian" at Honolulu. 35-41

**CASTLE & COOKE,**  
Wholesale and Retail Dealers  
in General Merchandise,  
Agents for Jayne's Medicines,  
Honolulu, Oahu, S. I. 35-41

**ROBERT C. JANION,**  
Commission and Commission Agent,  
Honolulu, Oahu, S. I. 35-41

**H. HACKFELD & CO.,**  
General Commission Agents and Ship  
Chandlers,  
Honolulu, Oahu, S. I. 35-41

**J. C. SPALDING,**  
Commission Merchant and Importer,  
Honolulu, Oahu, S. I.  
Sole agents for the sale of the  
"The Polynesian" at Honolulu. 35-41

**C. P. SANSING & CO.,**  
Dealers in China Goods,  
Honolulu, Oahu, S. I. 35-41

**CHARLES BREWER,**  
Commission Merchant,  
Boston, U. S. 35-41

**C. BREWER 2d,**  
General Commission Merchant,  
Honolulu, Oahu, S. I. 35-41

**MELCHERS & CO.,**  
Commission Merchants and Ship Chandlers,  
Honolulu, Oahu, S. I. 35-41

**VON HOLT & HEUCK,**  
General Commission Merchants,  
Honolulu, Oahu, S. I. 35-41

**W. N. LADD,**  
IMPORTER AND DEALER IN HARDWARE,  
Fort Street, Honolulu. 41-41

**P. MICHEL,**  
Dealer in General Merchandise,  
Honolulu, Oahu, S. I. 35-41

**FELDEHEIM & CO.,**  
Importers and Commission Merchants,  
Queen St., Honolulu, Oahu, S. I. 35-41

**B. PITMAN,**  
Ship Chandler and Dealer in General Merchandise,  
Byron's Bay, Hilo, Hawaii. 35-41

**S. N. EMERSON,**  
Dealer in General Merchandise and  
Country Produce, such as  
COFFEE, BEANS, BANANAS, BUTTER,  
EGGS, &c.  
WAILUA, OAHU. 31-41

**GILMAN & CO.,**  
Ship Chandlers and General Agents,  
LAHAINA, MAUI, S. I.  
Sole agents for the sale of the  
"The Polynesian" at Honolulu. 35-41

**WM. WEBSTER,**  
Land Agent to His Majesty,  
in the King's Garden, Beritania Street. 35-41

**J. P. COLBURN,**  
**AUCTIONEER,**  
LAHAINA, MAUI,  
Auctioneer, Honolulu, S. I. 35-41

**M. C. MONSARRAT,**  
Auctioneer, Honolulu, S. I. 35-41

**G. D. GILMAN,**  
Auctioneer, LAHAINA,  
MAUI, S. I. 41-41

**GEORGE C. HOWE,**  
**LUMBER MERCHANT,**  
Corner of Queen and Nuanuan Streets,  
Honolulu, Oahu, S. I. 35-41

**SAVIDGE & MAY,**  
COFFEE ROASTERS  
AND PROVISION MERCHANTS,  
KING STREET, NEAR THE BETHEL. 35-41

### BUSINESS CARDS.

**DR. FORD'S**  
Office and Drug Store, Queen Street, near the  
Market.

**CHAS. F. GUILLOU,**  
LATE SURGEON UNITED STATES NAVY.  
Consulting Physician to Sick American  
Seamen.

OFFICE: Next door to J. C. Spaulding, Kalamannu Street, near  
the market. Hours from 10 A. M. to 2 P. M., and from 4 to 5  
P. M. At other hours, at dwelling.

**DR. CH. FR. BERG,**  
Physician and Surgeon,  
Honolulu, Oahu, S. I.  
Office in King-L, 2d door from Nuanuan-st.; residence  
at Mr. Evans', next house below the Methodist Chapel. 39-41

**E. HOFFMANN,**  
Physician and Surgeon,  
Office in the New Drug Store, corner of Kalamannu and  
Queen-sts., Makee & Anthony's Block. 11-41

**DR. L. C. BROY,**  
French Physician and Surgeon,  
LATE OF OREGON.  
Will give consultations at his Office in Nuanuan  
st., every morning from nine to eleven o'clock, A. M. 1-41

**J. W. MARSH,**  
Attorney at Law,  
Office in Honolulu House, over Mr. Whitney's Bookstore. 41-41

**PAUL C. DUCKRON,**  
Attorney at Law,  
Conveyancer and Accountant.  
Over at McKibbin's Drug Store, corner of Kalamannu and  
Merchant Streets. 24-41

**JOSEPH P. GRISWOLD,**  
Attorney at Law,  
Office Kalamannu Street, Honolulu, Oahu. 26-41

**AGENT FOR LLOYD'S**  
THE UNDERSIGNED has been appointed Agent for the  
Lloyd's Office at these islands for the Liverpool Under-  
writers' Association. ROBERT C. JANION. 41-41

**AGENT FOR THE**  
Liverpool Underwriters' Association.  
THE UNDERSIGNED has been appointed Agent for the  
Lloyd's Office at these islands for the Liverpool Under-  
writers' Association. ROBERT C. JANION. 41-41

**GODFREY RHODES,**  
ACCOUNTANT AND GENERAL AGENT,  
OFFERS HIS SERVICES as a Broker, in bringing up books  
making out and collecting accounts, translating from and  
into the French and Hawaiian languages, &c. &c. &c.  
Office at the store of Mr. H. Rhodes, opposite Mr. Monstarr's  
Auction Room. 11-41

**FLORENCE STAPENHORST,**  
Agent for the Bremen Board of Underwriters.  
THE UNDERSIGNED has been appointed Agent for the  
Bremen Board of Underwriters, to inform the com-  
mercial public in general, that all average claims against  
the said Underwriters, occurring in all of this Kingdom,  
will have to be verified by him. Masters of Bremen vessels  
entering this or any other port of the Hawaiian Islands, in  
distress or average, are requested to apply, to the same at  
their earliest convenience. FLORENCE STAPENHORST.  
Honolulu, 1st July, 1854. 41-41 Office Nuanuan-street.

**KRULL & MOLL,**  
Agents of the Hamburg and Lubeck Un-  
derwriters,  
Honolulu, Oahu, S. I. 18-41

**F. L. JONES,**  
RETAIL DEALER IN  
DRY GOODS, CLOTHING & C.,  
Corner of Queen and Nuanuan Streets,  
Honolulu, H. I. 50-41

**W. BENSON'S**  
Polynesian Daguerrean Gallery,  
MERCHANT STREET,  
Over the Office of the "Pacific Commercial Advertiser."  
PICTURES TAKEN IN ANY WEATHER. 5-41

**H. STANGENWALD,**  
HONOLULU DAGUERREAN GALLERY,  
King Street, opposite the Globe Hotel.  
47 Picture taken in any weather. 11-41

**G. H. BURGESS,**  
Artist and Wood Engraver. 32-41

**W. R. CUTHBERT,**  
Agent for the Shipment of Foreign Seamen  
Office on Kalamannu-st.

Directly opposite the Store of J. C. Spaulding, Esq.  
N. B.—Having conferred with the Shipping Law passed by  
the last Legislature, relating to the shipment of Foreign  
Seamen, W. R. Cuthbert is now prepared to transact all  
the necessary business connected with his office, and  
hopes that by strict attention to his business he will  
merit the patronage of the Floating Public. 20-41

**CHARLES W. VINCENT,**  
CONTRACTOR AND BUILDER.  
THE UNDERSIGNED would inform his friends and the  
public, that he has taken the well known Carpenter pre-  
mises of "St. Lewis," on Fort Street, and would sub-  
mit that patronage heretofore so liberally bestowed. All  
orders in the various branches of Building, Plastering,  
Scaffolding and Contracting, attended to with promptness and  
dispatch. CHARLES W. VINCENT.  
Honolulu, Dec. 1, 1856. 30-41

**S. JOHNSON,**  
Carpenter, Merchant Street.  
N. B.—Houses to let. 8-41

**FISCHER & JURGENSEN,**  
Cabinet Makers and French Polishers,  
Hotel St., opposite Government House. 43-41

**MOSSMAN & SON,**  
Bakers, Grocers and Dealers in Dry Goods.  
Nuanuan St. Honolulu, Oahu, S. I. 35-41

**G. CLARK,**  
DEALER IN DRY AND FANCY GOODS,  
Hotel Street, Honolulu. 45-41

**GEO. RISELY,**  
**BUTCHER,**  
Rose Cottage Market, opposite the Bethel.  
GEO. RISELY has remained at the above stand, and  
grateful for former patronage, assures his friends that they  
can be supplied with the best Beef, Mutton, Pork and  
Sausages. Also, Corned Beef and Pork always on hand.  
N. B. Shipping supplied with Live Stock and Corned Beef at  
the shortest notice. 27-41

**Honolulu Family Market,**  
(Formerly the Rose Cottage Market.)  
Honolulu, Oahu, S. I. 31-41

THE UNDERSIGNED, would respectfully inform the Resi-  
dents and Shoppers, that they can be supplied with the  
best Beef, Mutton, Pork and Sausages, at the very lowest prices. Families, Hotels  
and Boarding Houses can be supplied at any time of day  
with the best Sausages, Pork, Sugar, Cured Hams &c.  
N. B. Shipping supplied with Corned Beef, Live Stock and  
Vegetables, at the shortest notice on reasonable terms.  
H. HANLEY, Proprietor. 33-41

### BUSINESS CARDS.

**JAS. A. BURDICK,**  
COOPER AND GAUGER,  
Begs to inform his friends and the Public generally, that he  
has recommended his Coopering Business on his old  
stand, in rear of Mr. H. Rhodes' Spirit Store, on post  
Mr. Monstarr's Auction Room, on Kalamannu street,  
and respectfully solicits a share of the public patronage.  
All orders promptly attended to.  
Honolulu, Sept. 25, 1856. 21-41

**J. T. WRIGHT, JR.,**  
Agent of  
Hawaiian Steam Navigation Co.  
25-41

**McCOLGAN & CAMPBELL,**  
MERCHANT TAILORS,  
Fort St., opposite Bay Horse Hotel. 9-41

**C. A. TANER,**  
Sail Maker, Honolulu, Oahu, S. I.  
Has recently on hand and for sale, hemp and cotton Car-  
penter, Buck, Rigging, Patent Blocks, Needles, Old Sails  
and everything pertaining to the trade. Orders  
promptly attended to, and executed with quick dispatch. 25-41

**D. N. FLITNER,**  
CONTINUES his old business at the new store in  
Hawaii's new fire proof building, next door above Dr.  
Hoff's and Drug Store on Kalamannu street.  
Chronometer is repaired by observations of the sun and  
stars with a transit instrument accurately adjusted to  
the Meridian of Honolulu. Particular atten-  
tion given to the watch repairing. Sextant and  
Gunter's scales, and all other instruments constantly on hand  
and for sale.  
Honolulu, Nov. 17th, 1856. 28-41

**Cordage and Cigars.**  
THE AGENT OF THE HUDSON'S BAY  
Company offers the following for sale in lots to  
suit purchasers, viz:  
Manila Cordage, 12, 24, 24, 24, 3, 3, 3, 3 and 4  
lines. 48 coils. The rule is that  
10 coils Whole Line.  
20 M. No. 2 Havana shape CIGARS.  
Honolulu, 15th Oct., 1856. 24-41

**BOOKS AND NOVELTIES**  
OF ALL KINDS, at Hillman's Periodical De-  
pot, to which he invites the attention of read-  
ers. Books that have been read can be exchanged,  
at half price, for new ones. S. C. HILLMAN.  
16-41

**SAILOR'S HOME.**  
MR. AND MRS. THURM have taken the  
management of the Home, would respectfully  
call the attention of Ship Masters and owners of  
vessels to the facility of the Home, where their  
crews can be accommodated with comfortable board-  
ing by the day or week, with Lodgings if required,  
while their vessels may be undergoing repairs.  
Officers can be accommodated at a private table, and  
with private sleeping rooms.  
Mrs. THURM would take this opportunity to ac-  
knowledge the very liberal patronage she has re-  
ceived while conducting a private boarding house,  
and would respectfully solicit a continuance of the  
same at her private Board and Refreshment  
Rooms on Bethel-street.  
Supper Meals at all hours. Soup from 12 till 2 P. M.  
Private Rooms to let, neatly furnished. 22-41

**GIN—14 M. pipes superior Hollands Gin, "Pine  
Apple" brand. Just received and for sale  
low, by  
J. C. SPALDING.  
Honolulu, Aug. 27, 1856. 17-41**

**Duff Gordon Sherry.**  
SWINE, of a splendid quality of above  
kind, warranted the best article in the market.  
Just received and for sale low by  
J. C. SPALDING.  
Aug. 27, 1856. 17-41

**A. F. & A. M.**  
HAWAIIAN LODGE NO. 21, F. & A. M. (under  
the jurisdiction of the M. W. G. Lodge  
of California), holds its regular meetings on the  
first Monday of every month, in the third story of  
Makee & Anthony's Brick building, corner of Kala-  
mannu and Queen streets. Entrance from Queen  
street. Visiting brethren respectfully invited.  
By order of W. M. A. FORNANDER, Sec'y. 24-41

**Stoves! Stoves!**  
A COMPLETE VARIETY of Family Cooking  
Stoves, comprising Nos. 3 & 4 "Rogers Wil-  
liams" pattern; Nos. 5, 6, 7 & 8 "Fanny For-  
rester" pattern; Cabin Stoves, Ship's Cambooses,  
best style, patented 1855. Also—Fixtures and  
Pipes complete for all the above Stoves.  
For sale low by J. C. SPALDING.  
Honolulu, Aug. 27, 1856. 17-41

**CORAL STONES FOR SALE.**  
TO BUILDERS AND OTHERS.  
4,000 CORAL STONES, of extra size  
and handsomely trimmed, for  
sale. Apply at this office. 18-41

**HOTEL KEEPERS' CLUB**—Members are re-  
quested to attend their daily meetings at the  
usual place. Per order. 25-41 J. M.

**Public Notice.**  
KNOW ALL MEN that I, whose name appears  
below, hereby notify all persons that I will  
neither consent to or be bound by any acts of K.  
Kapaakea in regard to my rights in property, real  
and personal, and will not be a party to his manag-  
ing, selling, conveying or leasing the same. I  
give further notice, that I have appointed David  
Kalamannu my agent to act for me in all matters in-  
volving my interests in property of every descrip-  
tion.  
A. KEOKHAKOLE.  
Honolulu, 30th August, 1856. 18-41

**Notice.**  
THE COPARTNERSHIP heretofore existing un-  
der the style of Ache & Ache is this day dis-  
solved by mutual consent; from and after which  
date the business will be carried on under the firm  
of Ache. Signed, ACHO, AHEE.  
Papaikoa, Hilo, August 1, 1856. 18-41

**THE UNDERSIGNED** having this day purchased  
the interest of Ache in the Sugar Plantation at  
Papaikoa, Hilo, Hawaii, would beg to solicit a con-  
tinuance of orders for Sugar and Molasses, &c. &c.  
20-41 Signed, ACHO.

**BURTON ALE**, in hogheads, for sale by  
47-41 ROBERT C. JANION.

**Brandy.**  
Dark Martell Brandy;  
Just received and for sale by  
Aug. 27, 1856. 17-41 J. C. SPALDING.

**THE HUDSON'S BAY COMPANY** offer for sale  
Das. Martell's Ale, in quarts,  
Old Tom,  
Claret,  
Gr. casks Pale Sherry,  
" " " Brandy,  
Superior Champagne. 16-41

## The Polynesian.

(From the London Illustrated News.)  
The Isthmus of Suez Canal.

M. de Lesseps, a distinguished French diplomatist, has lately submitted to the public of all Euro-  
pean countries a plan for shortening the distance  
between Europe and India, Australia and China, by  
cutting a ship-canal through the Isthmus of Suez.  
The trade with the remote East, as our readers  
know, has for some centuries past been carried on  
by vessels sailing round the continent of Africa.  
This route, which all vessels must follow, was for-  
merly considered as the most hazardous voyage  
on which a sailor could embark. Vessels proceed-  
ing on it must weather the Cape of Good Hope—  
that Cape which the Portuguese in their time nick-  
named Cape Tempestuous, while the Dutch called  
it Cape Terrible. In connection with this Cape and  
the difficulties of rounding it, the Dutch invented  
the legend of the phantom ship called the "Flying  
Dutchman." The Portuguese placed that  
point of danger and the mariners who undertook  
to make the voyage under the special protection of  
the Madonna; and no ships bound for the Indies  
left their ports without prayers and offerings to  
"Our Lady of the Cape of Good Hope."

A long familiarity with the sea-road to India has  
divested the Cape route of many of its terrors, but  
not of all its inconveniences and dangers. Even now,  
with all our improvements in ships and charts, the  
voyage is frequently perilous, and almost always  
of long duration. The tracts of sea to be traversed are  
enormous; there are but few watering and coaling  
stations in the way. Hence this route is impracticable  
for steamers, and fit only for sailing vessels and  
ships of the description which the French call "mixed"  
vessels. That is to say vessels provided with  
sails, and an auxiliary screw to help them on in calms  
or in the eventuality of very rough weather. Many  
of these "mixed" vessels have made splendid pas-  
sages, more especially between England and Aus-  
tralia. Still ships and their short passages  
must always be the exception. The rule is that  
the carrying trade round the Cape is carried on by  
sailing vessels, that the voyages are long and ex-  
pensive, and frequently dangerous.

The plan of M. de Lesseps is to do away with all  
these inconveniences and dangers by directing the  
traffic with the East into the channel in which it  
flowed before discovery compelled the European  
nations first to explore, and afterwards to adopt, the  
route round the Cape. In former times the trade  
with the East was carried on by way of Egypt.  
Trading ships proceeded from Europe to Alexan-  
dria, where the goods were unloaded, and carried  
by caravan to Suez; whence they were carried by  
ship up the Red Sea, and through the Straits of  
Babelmandeb into the Indian Ocean. The "Red  
quest" of the Turks, and the rapacity of that  
then barbarous nation, most effectually put a  
stop to this trade. The Turks commenced by lev-  
ying heavy tolls from the merchants, and finished  
by confiscating their property. Trade thus made  
impossible in one direction, sought and found an-  
other channel; but it is nevertheless true that the  
ancients were right, and that the shortest and most  
expedient route between Europe and the East lies  
through Egypt. It is on this tract, we need hard-  
ly say, that the carrying trade of the present  
day is carried overland to India. They proceed from  
Europe to Alexandria, travel overland to Suez, and  
then embark in steamers, which convey them to their  
destination in the East. Lieutenant Waghorn,  
the founder of the overland route, was not its  
discoverer; for he merely retraced the steps of  
ancient commerce. But we have to thank his un-  
flinching perseverance for the great boon of this  
short route to our Indian and Australian posses-  
sions. Nothing daunted by public indifference and  
opposition in high quarters, he traveled forward  
and backward to show that the thing could be done.  
It was a great feat that he was permitted to  
carry the Government dispatches across Egypt, to  
demonstrate to the conviction even of the most  
unbelieving the practical advantages of the route  
he advocated; and it is due to him that now the  
distance between England and India is lessened by  
two-thirds, and that passengers and letters, com-  
mercial articles and samples, can travel by a short,  
safe, and expeditious route between Europe, India,  
and Australia.

It is true that in this route freights for passen-  
gers and goods are high—so high that the journey  
overland to India is possible only for the wealthy,  
whilst none but the most precious goods can bear  
the charges of the conveyance which underlies the  
conveyance. The majority of persons traveling to  
and from Europe to India and Australia, the great  
mass of emigrants, the bulk of Indian produce  
destined for the English market, the bulk of En-  
glish manufactures destined for India and Australia  
must still proceed on the route round the Cape. It  
is the longer and the more hazardous road, but it  
has no break. While vessels proceeding to Alexan-  
dria can go no further, their passengers and  
goods must be transhipped and carried to Suez,  
where they are again put on shipboard—an opera-  
tion entailing a great deal of expense and delay.  
We believe that the capital of the overland  
Route, such as it is, are not sufficiently tested; but  
they will develop it and generalize its advantages.  
But, taking even the most sanguine view, we can  
never hope that the route overland will effectually  
shorten the road to the East, for emigration and  
the transport of bulky merchandise.

What M. de Lesseps proposes is a development  
of Mr. Waghorn's idea. He would cut through  
that narrow strip of land which separates the Medi-  
terranean from the Red Sea, and open a direct  
short way from Europe into the Indian Ocean. In  
maturing this project he has had the active sym-  
pathy of the present Viceroy of Egypt—a Prince who  
appears to be resolved to spare no exertion, and to  
make every sacrifice for the great purpose of re-  
storing to his country that abundance and prosper-  
ity for which Egypt was famous in ancient times.  
Assisted by the Viceroy's engineers, M. de Les-  
seps, made a careful survey of the line of his pro-  
posed canal, of the harbor of Suez, and of the Gulf  
of Pelusium, the nearest point on the Mediter-  
ranean. The results of his labors, which were  
most favorable to the practicability of his project,  
were in the course of last winter submitted to the  
examination of a commission of engineers select-  
ed from among the chief notabilities of the pro-  
fession in all countries of Europe. The commis-  
sioners, and the Viceroy, were of opinion that the  
Viceroy's engineers, but they also went over the whole  
of the ground, taking surveys and making borings;  
and the result of their investigations is clearly stat-  
ed in their report, in which they say "that the di-  
rect canal, between Suez and Pelusium, is the only  
solution of the problem of joining the two seas;  
that the execution of this canal is easy, and its  
success certain; and that the two harbors required  
to be constructed at Suez and Pelusium present no  
difficulties but such as are of an ordinary charac-  
ter." Upon the report of this commission the Viceroy  
of Egypt has given his sanction (subject to the  
approval of his Sovereign the Sultan) to the execu-  
tion of a maritime canal between Suez and Pelusium.  
He has done more, for he has advanced £1,  
200,000 towards the expenses of the undertaking,  
and he has pledged his word to supply any amount  
of native labor which may be required for the ex-  
ecution of the work.

Those works, as projected by the commission of  
engineers, are the cutting of a canal fit for the  
passage of the largest ships at the narrowest point  
of the Isthmus, from Pelusium to Suez; the im-  
proving the harbor of Suez; the creating a harbor  
at Pelusium and an inland harbor in Lake Timshah;  
the cutting of an auxiliary canal to connect the  
ship canal with the Nile; and the cutting of two

small canals for the purpose of irrigation and supply  
of water to the laborers engaged in the works.  
According to the estimates of the engineers—esti-  
mates formed with a full knowledge of the price of  
labor and the expense of similar works in Egypt,  
the cost of the whole undertaking will amount to  
£8,000,000. This is a large sum, but it is one  
which has been frequently and profitably invested  
in great undertakings. It is less by one-third than  
the sum expended in the railway from London to  
York, or from Paris to Lyons. It answers exactly  
to one month's expenditure of England and France  
in the war with Russia. The revenues to be de-  
rived from the canal dues on ships passing through,  
and from the sale or letting of the lands which shall be  
reclaimed from the various fresh-water canals—for  
among the Viceroy's concessions to M. de Lesseps  
is the grant of all waste lands which shall be re-  
claimed by irrigation. Almost the whole of the  
Isthmus is waste and barren; but it should be re-  
collected that this same Isthmus was in ancient  
times among the most fertile districts of Egypt—a  
country which was the granary of its soil, and  
that in Egypt water means abundance and fertility,  
and the want of it waste and barrenness. That,  
besides the advantages to be derived from a closer  
connection with the East—the undertaking advo-  
cated by M. de Lesseps has obtained the favor of  
men of commerce and finance, is shown by the  
fact that no public appeal was needed to collect  
the fund necessary for the purpose, but that almost  
the whole of the eight millions of pounds have been  
subscribed by the various nations of Europe.

But it is not to be supposed that the money  
found, the course of the Isthmus of Suez Canal is  
clear and free from obstacles. The undertaking has  
a political as well as a commercial side, and it  
wants still the ratification of the Sultan, and it  
wants what is even of more importance, the sanc-  
tion of the great Powers of Europe in the shape of  
a convention, declaring the proposed canal to be a  
neutral passage, which shall at all times be open  
to the trading ships of all nations. The Sultan is  
reported to be personally favorable to the scheme,  
but the Turkish government have of late placed  
difficulties in its way, and if report says true, these  
difficulties are mainly to be attributed to our An-  
glo-American Lord de Kellidoff, who from the first  
seemed disposed to adopt a hostile attitude with re-  
gard to M. de Lesseps' project. The Home Gov-  
ernment, too, though it has not openly declared its  
hostility, has at least treated the proposal of dis-  
cussing the political question connected with the  
Suez Canal with a coolness amounting to aversion.  
This we deplore the more as the scheme is daily  
gaining greater popularity, since it appears to pro-  
mise the greatest advantage to the extension of our  
trade and the confirmation of our power in the  
East. All the nations of Europe are agreed in  
desiring a short shipment to India and Australia by  
means of the Isthmus of Suez Canal. Great Brit-  
ain alone stops the way. It would be more sat-  
isfactory to argue what can be urged against a scheme  
which, on the face of it, promises us such signal  
advantages. At all events, if, as is reported, the  
Government is opposed to the execution of the canal,  
we have a right to expect that the Government  
organs should tell us the reason why?

(From the Examiner, Oct. 11.)  
**Moldo-Wallachia.**  
The East of Europe, in anxious expectation  
to learn in what manner, and with what wisdom  
and generosity, the Western Powers are about to  
treat the Principality of the Danube. And, as  
the Porte has just presented the act, convoking  
the Divans of those Provinces, to the European  
Constantinople, there will soon be means of judg-  
ing. Russia undertook at one time to legislate  
for these provinces, and organize them. It is  
now the turn of France and England, and all are  
curious and anxious to see, which party under-  
stands best the mode of establishing the happi-  
ness, and to a certain degree, the independence  
of Levantine races. The struggle of war is over,  
and the rivalry of peace begins.  
Russia was found to be a stubborn foe in the  
field, and she will prove a no less formidable rival  
in the question of organizing the Principality.  
For Russia did occupy, govern, and organize the  
Principality with power and opportunity as full  
as those which England and France now possess.  
And Russia did not altogether throw away that  
opportunity, for the administration and organiza-  
tion of General Kissely showed an intelligent and  
superior mind, as well as a generous disposition,  
considering the government which he served.  
We have now succeeded to his task, and for us  
certainly it is far more difficult than for him. He  
had but to provide for the peace and material pros-  
perity of the country, not for its military strength,  
intellectual development, or social emancipation.  
He had merely to regulate a country destined to  
be supplied and surrounded by Russian arms. We  
have to make a nation which can defend itself, in  
conjunction with Turkey, its neighbor, against the  
two powerful and ambitious military empires that  
close in it from east and west.

On surveying the country, the first thing that  
we behold is, that in consequence of its being di-  
vided into two principalities, the capital of one of  
them, Jassy, is within a league or two of the Rus-  
sian frontier; and if we turn over a few years of  
history, we shall find that it sufficed for the  
Russians to hear at mid-day of some objectionable  
movement or manifestation at Jassy, to occupy it  
before evening, and to send their troops, to continue  
the capital and centre of one-half the Russian  
principality at Jassy, is to place it under the  
menace and the guard of Russian bayonets. A  
representative assembly, a free press, any one of  
the wheels of liberty, set in motion at Jassy,  
would afford the plausible pretext for complaining  
that agitation is organized on her very frontier.  
Add to this, that if any portion of the military or-  
ganization of the Principality be centered at  
Jassy, it would be placed within Russian grasp.  
Jassy was the capital of Moldavia, when Bessarabia  
made a portion of it, and when the Danube was  
its frontier. If Turkey or England intended seri-  
ously that Moldavia should remain an independent  
province, Turkey and England should have insisted  
that Bessarabia should continue united to it, and  
the Danube remain its frontier. To continue,  
notwithstanding the lopping off of Bessarabia, to  
make Moldavia what it was, a separate province,  
would be virtually to place it out of the reach of  
French or English support, and to hand it over to  
Russia.

The Western Powers cannot but desire to sup-  
port and defend the Principality from both Aus-  
trian and Russian annexation. In pursuance of  
this desire, they should fix the capital of the prov-  
ince at as short a distance as possible from either  
the Danube or the Turkish frontier. At Galatz or  
at Bucharest it would be within a few miles of  
both.

But do the people of the Principality desire  
this junction? After the petitions that have been  
drawn up and signed at Jassy, in the midst of open  
and public enthusiasm, not merely by the mercan-  
tile classes, but by numbers of the Boyards, and  
by the Prince himself, it is superfluous to answer  
such a question. And the efforts made by the  
Austrians at Bucharest to prohibit petitions and  
stifle public opinion, sufficiently attest what are  
the wishes of the country.

But Turkey dreads and deprecates the union of  
the Principality; and this is a formidable objec-  
tion. But let us begin by observing that it is not  
true that all liberal and enlightened Turks are op-  
posed to the union. Not two years ago Ali Pasha,  
the present Grand Vizier, was favorable to the  
idea. And Reschid Pasha holds opinions fa-

vorable to it at the